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ANACORTES PROGRESS.

SATURDAY SEPT. 28, 1889

The proclamation issued by Governor Moore, in accordance with the enabling act, for a general election in this Territory on Tuesday, October 1st, sets forth the purposes of the election and the manner in which it will be conducted.

The officers of a full State government and a representative to the Fifty-first congress are to be elected, and, at the same time, there is to be a vote on the adoption of the Constitution, and for or against female suffrage and the constitutional prohibition of the sale or manufacture of liquor in the State, except for sacramental, medicinal or scientific purposes, and for the permanent location of the seat of government.

At this election a majority of all the votes cast upon the question of locating the capital will be necessary to decide it. If there is no choice the question at the next election will be between the three places receiving the highest number of votes, and at the third election, if that becomes necessary, the choice shall be between the two places which receive the highest vote at the second election. On all other questions submitted at the election on October 1st, a plurality will be decisive.

At present only two tickets for congressman and other officers to be elected are in the field and the contest will be between the candidates of the Republican and the Democratic parties. Other nominations may be made but the real contest will be as stated.

The election will be conducted in the manner prescribed by the laws of this Territory. No registration is required. Any citizen of the United States above the age of twenty-one years, or any male person above that age who has declared his intention to become a citizen, and has lived in the territory six months before the election, will be entitled to vote. But voters must vote in the precinct where they live.

Commenting on the report that the Northern Pacific had enjoined the Union Pacific from building across the track at Spokane Falls, a well known railway official says: "That will not amount to anything, except to cause a few days' delay. These two roads are having a cat and dog fight in Oregon and Washington. The Union Pacific, through its leased line, that of the Oregon & Navigation company, is doing some rapid construction just now. By October 1st it will be in Spokane Falls. In Idaho it is working under the name of the Washington & Idaho railroad. That road will go to Mallon, Minocula and Garipoo. This is all Northern Pacific territory that is being invaded. There is also going to be an invasion from Portland before long. The Union Pacific wants to reach Tacoma, Seattle and Puget Sound, and I think the Northern Pacific people will let the Union Pacific run its trains over their track to these points. If they do not concede that privilege, it is my opinion that under the name of the Port Townsend & Southern railroad the Union Pacific will build a parallel line. Surveys are in existence for that purpose."

A Roman dispatch of Sept. 18th, says: Inquiry at the Union Pacific office develops the fact that the published story of a traffic agreement with the St. Paul, Minneapolis & Northern Pacific railroad by way of Duluth has no basis in fact. The program of pushing a line to Puget Sound, as reported from Portland, Or., is something for the future. It may be secured this year and may not. The Union Pacific will sooner or later, it is stated, have its own line to that point.

While New York has millionaires by the hundred, she is appealing to other cities for contributions to her world's fair. Chicago has raised \$1,000,000 herself and asked no outsiders for a cent.—Press.

It is said that Mrs. Bowman has transferred 50 acres west and including the wharf and store at this place to Elijah Smith.

We copy the following letter from the Seattle Daily Times, which will be read with interest by our patrons:

ANACORTES, Sept. 28, 1889.
EDITOR TIMES: Knowing that many of the citizens of Seattle are interested in what is going on hereabouts, and believing that the same would be of general interest to the readers of the Times, I will endeavor to give you my impressions of the locality.

The embryo town of Anacortes is the only place in this part of Skagit county that approaches anything like a town, and although it has not as yet made very great strides cityward, it will eventually get there, just the same. Situated as it is on the only really good harbor on the island, in close proximity to the extensive grain fields of the Swinomish and Samish, and directly in the route of all steamers plying between Seattle and Whatcom, its advantages as the site of a future great city are manifest. The projectors of the Seattle & Northern evidently saw this, hence their desire to make this point the actual terminus of a great transcontinental road. As you are doubtless aware the company has already constructed some twenty-three miles of road across the island to Swinomish slough, which it is proposed to cross by means of a drawbridge on to the mainland, thence continuing on to the Skagit coal and iron mines, and from thence to a junction with some other road (probably the Seattle, Lake Shore & Eastern) until it finally enters the Queen City.

The building of this road has necessarily caused a remarkable increase in the price of realty hereabouts, and land that a few years ago sold for five and six dollars per acre, now readily brings \$150 to \$200 per acre. The company are very anxious to secure this townsite, but have not yet been able to make satisfactory arrangements with Mrs. Bowman, the proprietress, although the knowing ones intimate that the deal has already been made, and that the necessary documents have already gone on to New York to be signed. And it is stated further that, notwithstanding the work is at present suspended on the road, the company are liable to take hold at any moment and commence the building of a city. These same knowing ones also intimate that the basis of the agreement settled upon between the railroad company and the townsite owner is that the former is to take everything west of and including the wharf, and that Mrs. Bowman shall retain the balance of the townsite. Should this prove true, it is said the company will at once erect larger warehouses here, build a new wharf and store buildings, and do all other things necessary for successfully launching upon the world the future great city of Anacortes.

To a man up a tree there really appears to be something tangible in all of this talk of a large city being builded here in the not distant future, particularly when it is remembered that some of the shrewdest speculators in Seattle and elsewhere have already secured large holdings in the neighborhood. Among these may be mentioned Gov. Ferry, John Collins, P. H. Lewis, Judge Hoyt, Gardner Kellogg, David Kellogg, Sheriff McGraw, Deputy Sheriff Woolery, Capt. Hill, Jesse George, Kline Bros., Harms & Dickman, Theo. Olney, Gov. Squire, L. S. J. Hunt, Gen. Sprague, Isaac Anderson, Allen C. Mason, Henry Foster, J. C. Nixen, Hon. George D. Shannon, of Olympia, Alger & Shaw, Richard Holyoke, Dexter Horton, Arthur Denny, James McNaught, Kittenger, Bro. Judge Green, and last, but not least, that indefatigable hustler, M. V. B. Stacy. I have taken some pains to ascertain the extent of the interest of those above mentioned, and find that they own all the water front between Anacortes and what is known as Ship Point. It is also stated that the syndicate consisting of Gov. Ferry, McNaught, Collins, Stacy et al., will plat a townsite in conjunction with the railroad company, under the general name of Anacortes, and that lots will be immediately placed on the market. The above facts have been gleaned by your correspondent by careful inquiry among those best qualified to give information on the subject, and he is of the opinion, from all he has seen and heard that the immediate future is pregnant of great doings in this neck of the woods.

At present things are in rather a primitive state here. There is one good general store kept by J. M. Moore, a hotel kept by G. A. Hiatt, and a public house under the supervision of Captain Al. Taylor, well known to Seattleites. We have also an exceedingly bright local newspaper, the Progress, by Messrs. Walsh & Mitchell, which as an exponent of local interests is fully abreast of the times.

This is a solid republican precinct—in fact the entire county is largely republican—and there was much rejoicing here over the nomination of Governor Ferry, who has always been popular among the islanders, not only because he is a heavy land owner here, and might be considered as one of our neighbors, but because of his undoubted ability as an executive and as a representative of stalwart republican sentiments.

I will endeavor to keep the readers of the Times posted, in future communications, on the movements of the railroad company and townsite projections in the neighborhood, and for fear of being considered a bore I will now close. Yours etc.

Don Carlos.

REPUBLICAN TICKET.

- For Member of Congress, JOHN L. WILSON, of Spokane.
- For Governor, E. P. FERRY, of King.
- For Lieutenant Governor, C. E. LAUGHTON, of Okanogan.
- For Secretary of State, ALLEN WEILL, of Jefferson.
- For Auditor of State, THOMAS M. REED, of Thurston.
- For Treasurer of State, A. A. LINDSLEY, of Clarke.
- For Attorney-General, W. C. JONES, of Spokane.
- For Superintendent of Public Instruction, R. D. BRYAN, of Chehalis.
- For Commissioner of Public Lands, W. T. FORREST, of Chehalis.
- For Justices of the Supreme Court, R. A. DUNBAR, of Klickitat.
- JOHN P. HOYT, of King.
- THEODORE N. STILES, of Pierce.
- T. J. ANDERS, of Walla Walla.
- ELMON SCOTT, of Garfield.
- For Judge of the Superior Court, J. J. WEISENBURGER, of Whatcom.
- For State Senator, THOMAS PAYNE, of Skagit.
- For State Representatives, J. J. EDENS, of Guemes.
- B. D. MINKLER, of Lyman.
- For County Clerk, J. B. MOODY, of Mt. Vernon.

DEMOCRATIC TICKET.

- For Governor, EUGENE SEMPLE.
- For Lieutenant Governor, L. H. PLATTOR.
- For Secretary of State, W. H. WHITTLESEY.
- For State Treasurer, M. KAUFMAN.
- For State Auditor, JOHN M. MURPHY.
- For Attorney-General, H. J. SNIVELY.
- For Superintendent of Public Instruction, J. H. MORGAN.
- For Land Commissioner, M. Z. GOODELL.
- For Supreme Judges, WILLIAM H. WHITE.
- B. L. SHARPSTEIN.
- JOHN B. REAVIS.
- J. P. JUDSON.
- FRANK GANAHL.
- For Superior Judge, J. R. WINN.
- For Congressman, T. C. GRIFFITHS.
- For Senator, 2nd District, W. E. SCHRIKKER.
- For Representatives, H. CLOTHIER.
- W. D. O'TOOLE.
- For County Clerk, J. P. MILLETT.

BUSINESS OPPORTUNITIES.

SAW MILL SITE.

A first-class site offers itself for a 50,000 to 100,000 capacity saw mill at Anacortes, including the necessary water; situated on the reserved and improved lands of Anne C. Bowman; in the exact center of Ship Harbor, and in the center of the lands where will be built any town on Ship Harbor larger than a village. For location and its advantages, conditions, etc., apply at this office.

A SASH, DOOR AND SHINGLE FACTORY

For foreign shipment, employing about fifty hands, is offered a site, well selected for such business, on the Curtis place, at Lamb Creek, Anacortes. Selected with a view to expansion into a still larger house and furniture factory. Water supply. Track and probably station of Seattle & Northern. Apply at this office.

SMELTING WORKS AT ANACORTES.

Capt. Newton's spit, more recently known as Weaver's spit, has been purchased with special reference to securing favorable grounds and conditions requisite for a smelting works company's location. The selection has been made by a mining engineer familiar with the operations and necessities of such works. A sufficient water supply, deep water shipping point, and railway track connecting north, south and east are united on this property, with room for expansion to any necessary extent. Apply at this office.

"JACK OF ALL TRADES" SHOP.

The old blacksmith and carpenter's shop, wagon and wheelbarrow maker's shop, paint shop, shoe cobblers and tin shop and general tool house, which has subserved an useful purpose at Anacortes—where tools were always to be had for the hooking of them—had to be dismantled for good and sufficient reasons. But the shop and all the non-portable tools are still there; and the necessity is greater than ever for a "Jack of all Trades" to attend to a varied and urgent business. For a boatman or boat builder of broad gauge, with a family, the place offers a chance worth taking. It is to let. Apply at this office.

TOURISTS' HOTEL AND SUMMER RESORT FOR THE ISLANDS.

To those who are acquainted with all the beauties and varieties of attraction of the "Archipelago De Haro"—that nest of islands extending across the Georgian Gulf, between Vancouver Island and the American mainland, and designated as Washington Sound on the Coast Survey charts—no claim need be made of the immense popularity and success in store for a tourists' hotel and summer resort of "the Islands," picturesquely and conveniently located. Such a hotel and resort already exists in a rudimentary form—two substantial framed buildings together 90x146 feet in dimensions, barring a 60 foot connection not yet constructed—at Rose Point, Anacortes, situated in a beautiful sheltered cove, graced by magnificent maple trees, and fronting over deep water in full sight of Ship Harbor and of Mt. Baker. It awaits only the finishing doors, windows and verandas to transform it, now that the time has arrived, from a warehouse to an "Island Club House," but what is more important, it awaits the right man to come and look at it, to oversee such transformation, and to ruin the house for all that may be in it. To that end it will perhaps be best for the "right man" aforesaid to buy it outright. The ground is 100 feet front, by 200 feet running back. Any one having capital enough to make the hotel what is needed at this place, can have these buildings and the choicest of sites for the purpose, for \$5000. Apply at this office.

Dissolution of Partnership.

Notice is hereby given that the partnership heretofore existing between William Gray and William Sharp at Anacortes, W. T., is this day dissolved by mutual consent. All outstanding bills are payable to Wm. Gray, who will continue the business.

WILLIAM GRAY,
WILLIAM SHARP,
Anacortes, Aug. 10, 1889.

ANACORTES NURSERY.

The Finest Nursery of Skagit County.

Offers for sale for the season of 1889-90 a large and complete stock of

All kinds of Fruit Trees,

Including all the leading varieties of Apples, Pears, Plums, Prunes, Cherries, Peaches and Apricots; also all kinds of Small Fruits and Grape Vines. Send for catalogue and price list. Address

GRAHAM BROS.,
Anacortes, Skagit County, Wash.

A. M. WHITE,
Civil Engineer and Surveyor.

Deputy County Surveyor.

All work promptly attended to. Platting of Townsites a specialty; Blue Prints.

Real Estate and Insurance

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Correspondence solicited.

WHITE'S LANDING, NEAR SHIP HARBOR,
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J. M. MOORE,

—AGENT FOR—

SHIP HARBOR

Townsite Company.

Lots from \$175 to \$400 each.

Timber Land bought and sold.

O. R. & N. CO.
TIME TABLE.

STEAMER GEO. E. STARR,

Through boat from Tacoma, touching at Seattle for Whatcom as follows.

Leaves Tacoma every Sunday, Tuesday and Thursday at 7.30 p. m.; leaves Seattle at 11 p. m.; leaves Whatcom, returning, at 5 p. m. Monday, Wednesday and Saturday at 7 p. m. Starr leaves Shelton and Whatcom for Blaine and Samishmo every Friday at 1 p. m.

MAIL STEAMER HASSALO

Leaves Seattle Monday, Wednesday and Friday at 11 p. m. for Whatcom, touching at all landings. Returning leaves Whatcom at 5.30 p. m. Sunday, Tuesday and Thursday.

STEAMSHIP IDAHO.

For Whatcom from Portland every ten days. Will carry freight and passengers at reduced rates. For rates inquire of Agent, in the Purdy building, Whatcom.

W. S. & T. Co's Steamers.

SEATTLE-WHATCOM ROUTE.

BOAT EVERY DAY.

Str. Washington,

(Going direct.)

Leaves Seattle at 9.00 p. m. sharp Sundays, Tuesdays and Thursdays, arrives at Whatcom at 10 a. m. next day. Returning leaves Whatcom at 7 p. m. Mondays, Wednesdays and Fridays, arrives at Seattle at 10 a. m. next day.

Str. City of Quincy

(Touching at La Conner.)

Leaves Seattle at 9 p. m. Mondays, Wednesdays and Fridays, arrives at Whatcom at 12 a. m. next day. Returning leaves Whatcom at 7 p. m. Tuesdays and Thursdays; Sundays at 7 a. m.; arrives at Seattle at 10 a. m. next day; Sundays at 7 p. m.

GEO. S. JACOBS, Sec'y.
D. B. JACKSON, President

Anacortes Hotel,

ANACORTES, WASH.

G. A. Hiatt, Prop.

Board and Lodging at reasonable rates. Table supplied with the best in the market at all times.

J. M. MOORE,

DEALER IN GENERAL

MERCHANDISE

ANACORTES, WASH.

A FULL LINE OF

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FEED.

DRY GOODS,

BOOTS & SHOES

CLOTHING,

HARDWARE,

TINWARE,

CROCKERY.

DRUGS, PATENT

MEDICINES

AT LOWEST PRICES

Country Produce

Taken in exchange.

—ALSO AGENT FOR—

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Price, \$1.25.

B. D. MARTIN,
STAPLE AND FANCY DRY GOODS,
LARGEST AND FINEST STOCK ON THE LOWER SOUND.
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